

EAST BYPASS

SMALL AREA ACTION PLAN

AUGUST 2000

ACKNOWLEDGMENTS

This plan is the work of many residents who contributed through public participation processes and City staff who helped make the process work.

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INTRODUCTION

Purpose

The East Bypass Area planning project is a neighborhood-based effort to develop an action plan to address local issues. The purpose of the plan is to work with residents to identify issues of concern and devise strategies for addressing them. This project uses the combined efforts of residents, property owners, neighborhood groups and city departments to positively affect the area.

The Small-Area Plan is used to:

- provide a framework for residents to identify issues and solutions,
- educate residents about the city's services and processes,
- educate the city about the neighborhood's concerns,
- initiate change rather than reacting to it,
- initiate and coordinate neighborhood improvement projects and activities,
- update the Comprehensive Plan.

The East Bypass planning project is the first conducted under the Neighborhood Services program recently created by the City of College Station. More information about this program can be found on the City's web site: [//devservices.ci.college-station.tx.us/neighborhood](http://devservices.ci.college-station.tx.us/neighborhood).

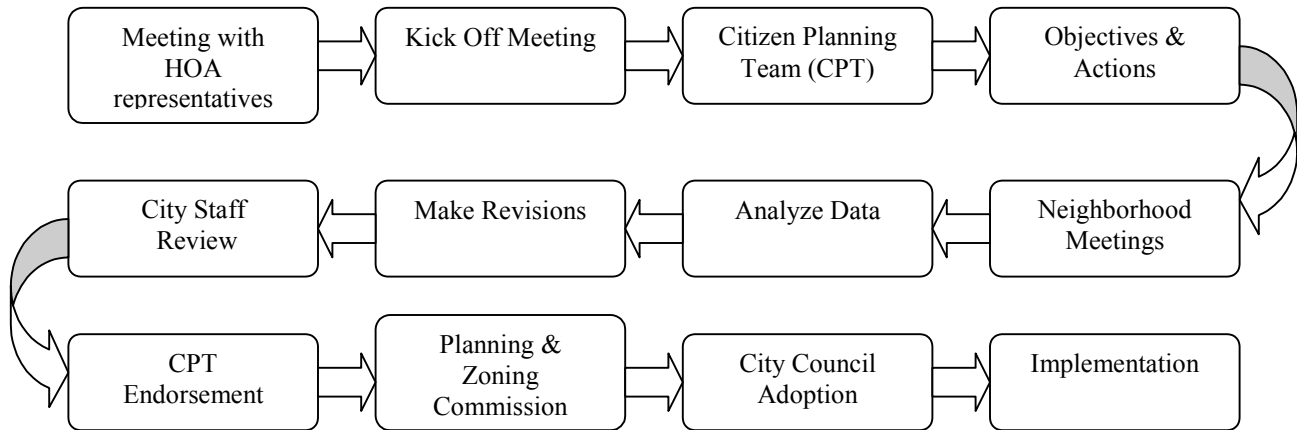
Relationship to the Comprehensive Plan

The College Station Comprehensive Plan was adopted in 1997 and provides broad policy direction that guides growth and future decision making. The Comprehensive Plan is typically implemented through development regulations, ordinances and capital improvement programs. It is generally long-term oriented and may not address all of the immediate concerns of an area. This is the purpose of the small-area plan, identifying specific issues and detailing action oriented solutions. A list of related Comprehensive Plan goals and objectives can be found in Appendix IV.

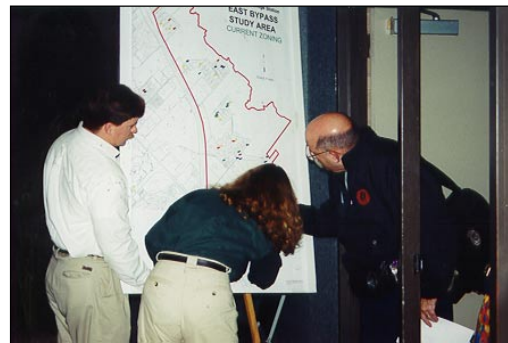
Planning Process

The small-area planning process is dependent on input and participation from citizens. The process included a number of public meetings, a citizen planning team, surveys and city staff input. In all more than 1000 citizen hours went into the creation of this small-area plan.

East Bypass Area Planning Process

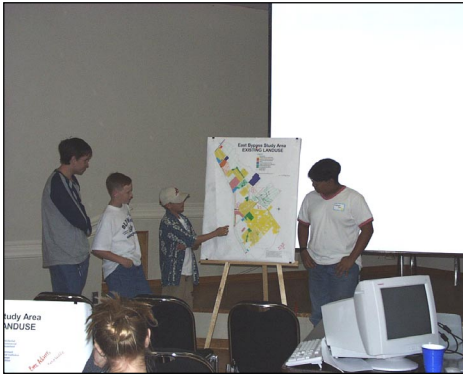


In December 1999 an organizing meeting was held with representatives from the area neighborhood associations. The associations were vital in publicizing the public meetings. The East Bypass project kicked off in January 2000 with a large public meeting. More than 180 residents and property owners attended. Through small group processes they were asked to identify things that they liked and did not like in their neighborhoods.



A Citizen Planning Team was formed with volunteers from the area to work on the plan. This group of 17 residents met over a 6 month period to frame the issues, create objectives and develop action recommendations. They completed a final review and recommendation of the plan. Much of the final plan is a result of the hard work of these citizens.





In April the Youth Vision! project was held to involve youth from the area in the planning process. Through pre-event activities and a half-day workshop the youth explained their concerns and described their vision for the future of their neighborhoods. The results of the Youth Vision! project are in Appendix III and many of their comments were turned into Action recommendations that are included in the plan.

After draft Objectives and Action recommendations were created, a series of neighborhood meetings were held to get resident input before the final product was compiled. The four neighborhood meetings were held in May and more than 150 residents attended. A visual quality survey and written questionnaire were also used to get citizen input. The survey and questionnaire results are in Appendices I and II.

The City Departments were represented through the Neighborhood Service Team. The NST provided technical guidance and expertise to the Citizen Planning Team throughout the process and performed a final technical review of the plan before it was presented to the residents.



A final large public meeting was held on August 22. More than 180 residents attended the open house to review the final plan. A ballot taken at the meeting received the following responses:

Will implementation of this plan and its recommendations address concerns in your neighborhood? YES 83% NO 17%

Do you feel there were adequate opportunities for citizen participation in this project? YES 91% NO 9%

How would you rate the overall process and results of this project?
EXCELLENT 22% GOOD 61% FAIR 16% POOR 1%

Would you recommend that the City Council adopt this plan and implement the recommendations? YES 77% NO 23%

Organization of the Plan

This planning document has four major sections that describe the East Bypass Area, the planning process and its results. Section II is a profile of the East Bypass Area. It includes a physical and demographic overview of the area. Section III highlights five significant projects or concepts that were developed as part of the plan. The concepts are described in detail. Section IV contains the objectives and action recommendations. These are the specific actions that were developed to address the concerns and issues identified. Section V is an action chart that details which organizations will be responsible for implementing the action steps and a timeline for doing so. Finally, the appendix includes results from the Youth Vision! project and survey results.

EAST BYPASS AREA PROFILE

The East Bypass area consists of several single-family neighborhoods and commercial properties located on the east side of Highway 6. The study area is bounded by Highway 30 to the north, Carter Creek to the east and Rock Prairie Road to the south. This area includes the Windwood, Raintree, Emerald Forest, Foxfire, Sandstone, and Woodcreek neighborhoods.

The East Bypass Area is approximately 2500 acres and includes the following:

- 1,432 acres of vacant/undeveloped land (almost 58% of the area)
- 622 acres of Single-Family Residential
- 114 acres of Office and Commercial uses
- 51 acres of parks and greenways including 5 public parks
- 26 acres developed as Religious Institutions
- 650 acres of flood plain (approx. 26% of the land area).
- 32 miles of paved streets running through the developed areas, consuming more than 200 acres of land.



The East Bypass Area has experienced tremendous growth over the last 20 years. The population has increased 73% in the last 10 years alone. There are now approximately 4,170 residents occupying 1,370 single-family homes. Single-family development is slowing down with 66 permits issued for new homes and 48 permits for home remodeling in 1999. Although still small, the number of rental properties has continued to grow in recent years. It is estimated that 15% of the houses are rented while 85% are owner-occupied.

There are eight Neighborhood Associations serving this area. They are all registered with the City's Neighborhood Partnership Program.

- Amberlake
- Emerald Forest
- Foxfire
- Raintree
- Sandstone
- Shadowcrest
- Stonebridge
- Windwood



Study Area Map

EAST BYPASS PLAN HIGHLIGHTS

This section highlights five major projects or programs being recommended as part of the East Bypass Plan. These will be implemented through a series of action steps described in the next section of the plan. The five projects or programs are:

Traffic Calming

Windwood Access and Mobility

Raintree Frontage and Gateway

Managing Future Development

Trail System and Greenways Plan

Traffic calming plans for the East Bypass Area should be developed on a neighborhood basis (as opposed to a street by street basis) using a highly participatory process and focusing on the issues identified in this plan. The key to successful traffic calming implementation is resident participation. Staff will need to work with each of these neighborhoods to design and implement the most acceptable solutions.



Windwood Access and Mobility

Existing Conditions

Windwood is a single entrance neighborhood with the only access being on Highway 30. Increased traffic on Highway 30 has made it very difficult for residents to safely turn left out of the neighborhood and go west into town. Future development on Highway 30 will likely increase the problem. A traffic signal is not technically feasible due to the close distance of the Highway 6 intersection. In addition, it is likely that Highway 30 will be widened to four lanes with a median in the future. The Appomattox Drive connection was removed from the Thoroughfare Plan with adoption of the Comprehensive Plan, leaving no future connections on the plan. Residents fear the creation of a second entrance to the neighborhood because it could allow non-neighborhood traffic to cut through the neighborhood. As the existing entrance becomes more dangerous and congested, it will become necessary to develop alternative access to the neighborhood.

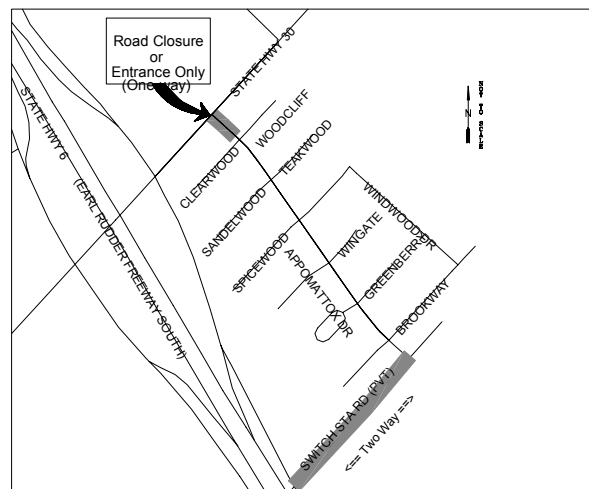


Recommendations

A traffic plan for the neighborhood needs to be developed. The residents need to be heavily involved in the development of this plan. Three possible options for providing alternative access to Windwood were developed. These options are all designed to provide safe and efficient access to the neighborhood while preventing non-neighborhood traffic.

Option 1 – Open Switch Station Rd and close existing entrance or change to one-way

Switch Station Road is a private road owned by the City which currently runs from the Highway 6 feeder road to the City's electrical switch station located adjacent to the neighborhood. It provides a logical connection from Appomattox Drive to the feeder road. Switch Station Rd. would be a two-way street providing the only access to the neighborhood. The



existing entrance would be closed to prevent non-neighborhood traffic. Another alternative would be to change the existing entrance to one-way in only.

This option is advantageous because it is relatively inexpensive and simply creates a different entrance to the neighborhood. The new entrance would be significantly safer and would prevent non-neighborhood traffic. This option could be inconvenient for residents due to the one-way frontage road. This will also add some traffic to the intersection at the frontage road and Highway 30, which is already congested at peak times.



Switch Station Rd. at Highway 6

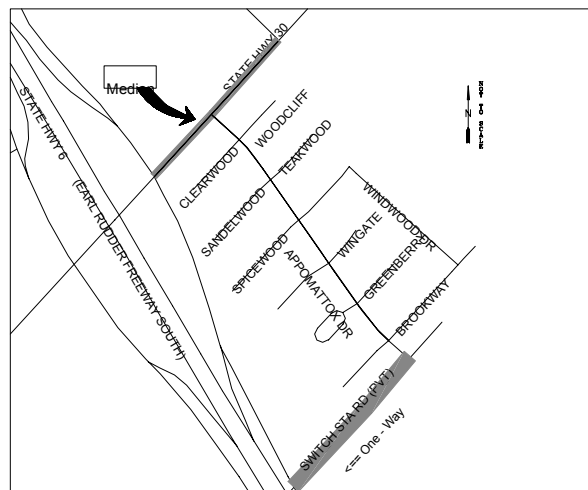


Appomattox Dr. at Switch Station Rd.

Option 2 - Open Switch Station Rd and make it one-way

Similar to Option 1, Switch Station Rd. would connect Appomattox Drive to the Highway 6 feeder road. Making this road one-way only would provide an alternate safe exit from the neighborhood without allowing traffic to cut through.

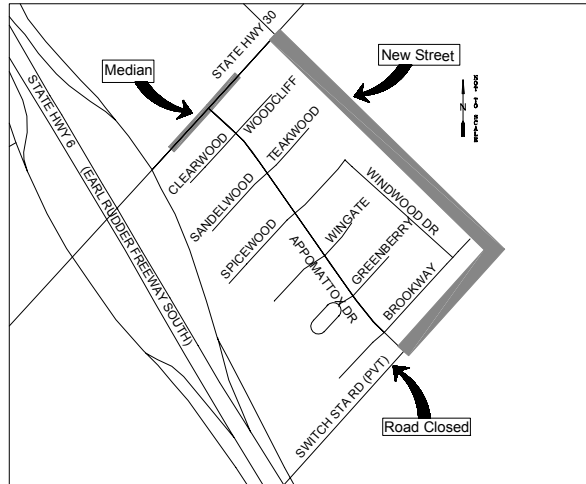
This option is also inexpensive and provides a safer exit from the neighborhood. A future median on Highway 30 would prevent non-neighborhood traffic. One negative aspect is the potential for residents to go the wrong way on the one-way street. Also, the City's utility trucks would have to use Appomattox Drive to get to the electrical switch station.



Option 3 - Build a new street on the east side of Windwood

A new street could be built on the east side of Windwood that would connect Highway 30 to the south side of Appomattox Dr. This would provide a second safer entrance to the neighborhood and prevent non-neighborhood traffic. The intersection at Highway 30 could potentially be signalized.

This option could also be used to address several other issues. The road would change the drainage directly east of Windwood and could alleviate some of the flooding problems. This road could also be used to provide access to the greenways and trail system that is proposed for the East Bypass Area. However, this is also the most expensive of the options.



Raintree Entrance and Frontage

Existing Conditions

Raintree is a single entrance neighborhood with Raintree Drive intersecting the Highway 6 frontage road. Most of the land adjacent to the neighborhood has remained vacant. The vacant property on both sides of Raintree Drive along Highway 6 and north to Wolf Pen Creek are under increasing pressure for development. Residents have expressed great concern about the impact of this development on their neighborhood and have opposed recent rezoning cases. The Land Use Plan shows mixed-use for the properties along Highway 6 adjacent to Raintree. However, the Zoning Ordinance does not provide a list of permitted uses for this classification, causing some uncertainty for residents. There is also considerable concern about the aesthetic impact of development on the neighborhood entrance.

Raintree Drive is a wide collector that runs the length of the neighborhood. Speeding on this street has become an issue, especially as it passes Raintree Park. Raintree Drive becomes Southwest Parkway as it crosses Highway 6. This bridge is the only designated bike and pedestrian route that crosses the bypass, however, the signalized intersection in front of Raintree is not safe for pedestrians or cyclists. There is not a pedestrian signal or crosswalk and the concrete barrier and curved sidewalks force people to cross at a location away from the signal.

The Raintree Neighborhood Association has been trying for years to gather the resources to improve their entrance and construct a neighborhood sign. For many years TxDot right-of-way issues have prevented any development. These issues have been resolved and the residents have organized a committee to work on this issue.

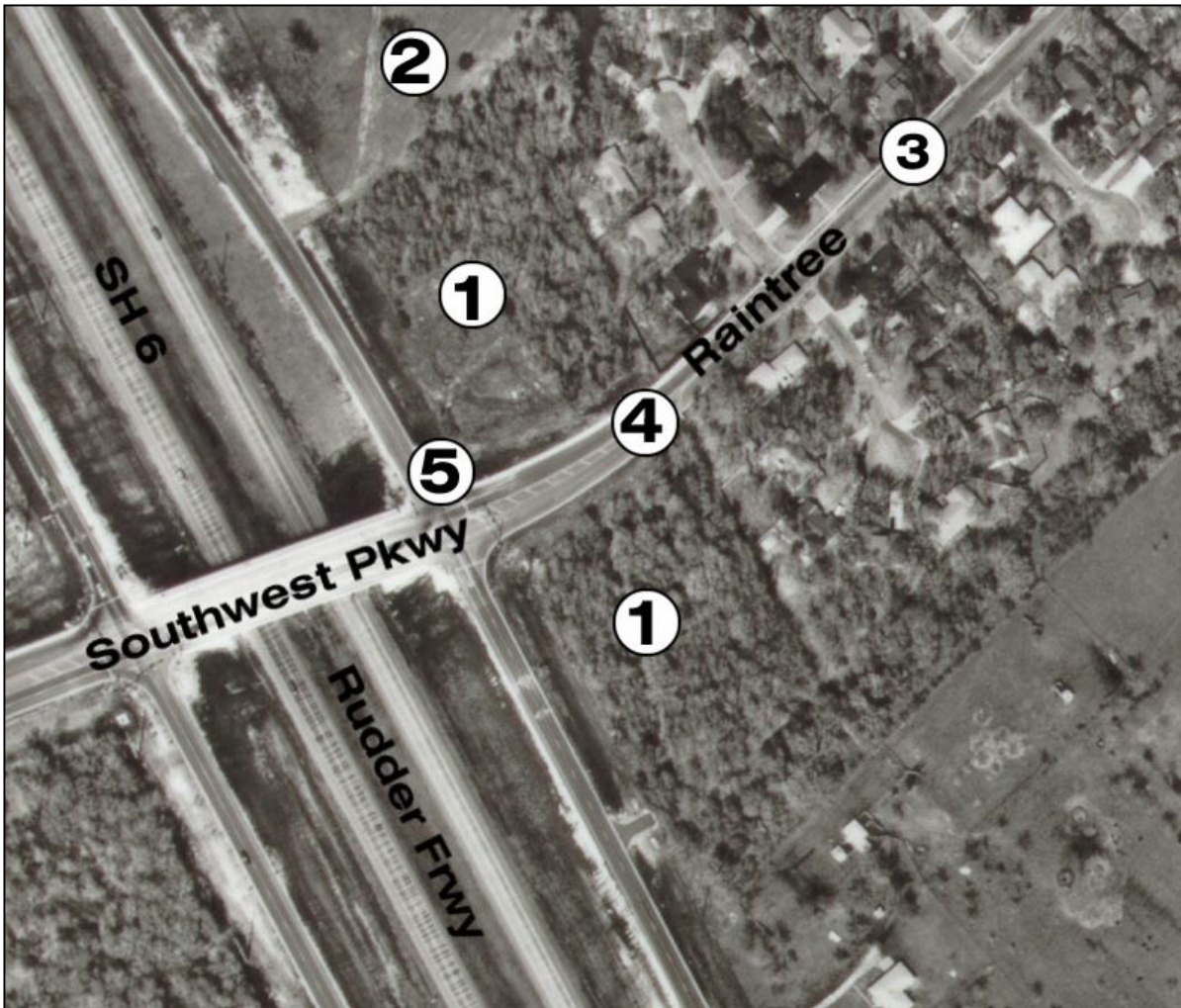


Exiting Raintree on Raintree Drive



Intersection of Raintree Drive at Highway 6

Proposed Improvements around Raintree

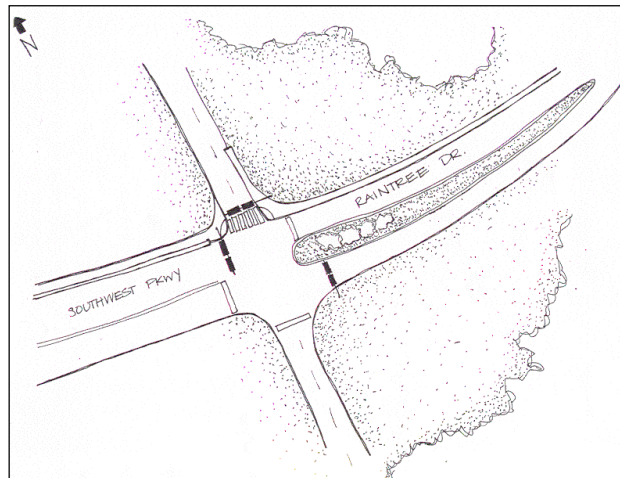


- ① – These areas should be developed at a low intensity. Preferred land uses for this area include low impact office and limited neighborhood retail (excluding service stations).
- ② – This area should be developed at a low intensity. Preferred land use for this area includes single-family homes and associated uses. The greenway adjacent to Wolf Pen Creek should be preserved.
- ③ – Traffic calming measures are needed to mitigate speeding traffic.
- ④ – A median should be built and used to develop a Raintree gateway with landscaping and signage.
- ⑤ – The signal needs to be redesigned to be more pedestrian/bike friendly. The sidewalks need to be realigned. Pedestrian signals and crosswalks need to be added.

Recommendations

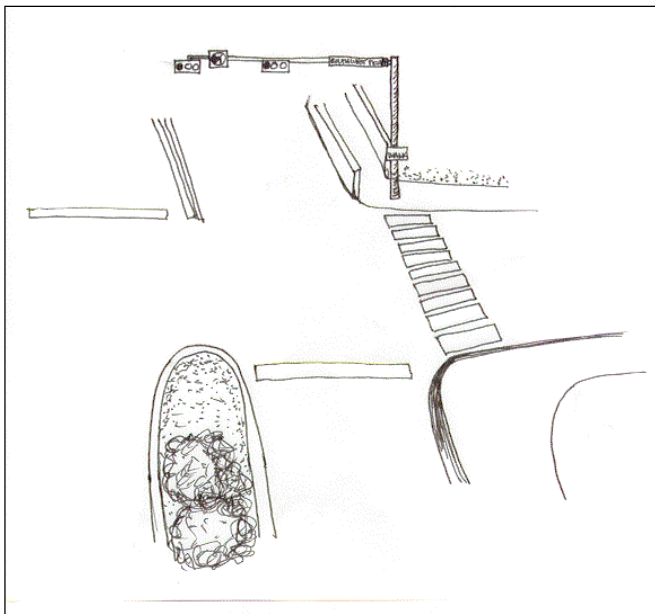
The implementation of an Overlay Zoning District (discussed later in this section) should help resolve the concerns about future development. The residents have stated that they would prefer that most of this land at the entrances to the neighborhoods be preserved or at most be developed as low impact professional and office buildings (1). The area directly to the north along Wolf Pen Creek could be developed under several different scenarios depending on the design and sensitivity to the existing neighborhood (2). Traffic calming devices on Raintree Drive are needed to help reduce speeding concerns (3). The main areas of traffic concerns are toward the entrance of neighborhood, in front of Raintree Park and at the intersections of Wilderness Drive. Medians will also improve the entrance to the neighborhood and provide a location for a neighborhood identification sign (4). Raintree Drive has been identified as a location for implementing traffic calming when a program is developed. The medians could be done as part of a traffic calming program or coordinated with new development on the vacant tracks. The Raintree Neighborhood Association has organized a committee that is designing a neighborhood sign and will be applying to the Gateway Grant Program for funds.

The existing entrance to the Raintree neighborhood does not have a gateway with signage or landscaping. A median at this location would provide a place for an attractive entrance. The Raintree Neighborhood Association needs to apply to the Neighborhood Gateway Grant program





Pedestrians cannot safely cross this intersection at the signal. The sidewalk design forces them to turn the corner and then cross the frontage road. Also, there are no pedestrian signals for crossing or a designated crosswalk.



The signalized intersection in front of Raintree needs to be made pedestrian and bike friendly. Crosswalks, pedestrian signals and a small change in the design of the crossing will improve the situation.

Managing Future Development

Almost 60% percent of the land in the East Bypass area is vacant and a significant portion is under pressure for development. Future land uses and the potential impacts of future development are a primary concern for residents of the area. Residents also expressed concern about the quality of future development. This includes the aesthetics, functionality and design of the development. The emphasis of these recommendations includes controlling the intensity and quality of future development as well as regulating the type of land use.

The existing Zoning Ordinance and development regulations are going through a revision process and it is expected that some of the changes made through that process will address some of these issues. However, there are some issues that are specific to the East Bypass area and cannot be addressed through city wide ordinance changes. The current development process creates some uncertainty for residents and developers in the East Bypass area. These recommendations are intended to help reduce the uncertainty.

Land Use

The Citizen Planning Team conducted an exercise to consider alternative land use scenarios. The results of this exercise can be found in Appendix V. Through this process the Land Use Plan was refined and a few changes recommended. These changes include:

- The corners of Stonebrook and Rock Prairie Rd. from low density residential to mixed-use.
- The northern corner of Sebesta Rd. at the Highway 6 feeder from commercial to mixed-use.
- Property on the south side of North Forest Parkway adjacent to existing residential development from mixed-use to single-family residential.

Although proposed changes to the Land Use Plan appear minor, there are significant additional recommendations related to land use. The Land Use Plan shows most of the undeveloped land along Highway 6 as Mixed-Use. This category allows for a broad range of uses, and most participants agreed that a variety of land uses might be acceptable depending on how they are designed and developed. This category allows greater flexibility and it has been the City's policy to require PDD zoning for development proposals in this area. However, the flexibility of Mixed-Use creates uncertainty regarding allowable future land use and development standards. The land use recommendations include clarifying which uses are acceptable in Mixed-Use areas along the East Bypass. The Comprehensive Plan provides some guidance with Land Use Objective 2.3 which states that the City should "encourage compatible in-fill development in areas between neighborhoods, such as neighborhood retail"; and Land Use Objective 3.2 "encourage compatible in-fill development, such as small-scale

neighborhood retail, adjacent to residential neighborhoods with appropriate buffering.” The East Bypass Plan makes the following land use recommendations:

Preferred Mixed-Use developments:

Administrative / professional offices
Neighborhood stores
Restaurants
Religious Institutions
Senior living facilities
Single family residential
Mixed-use developments combining the above uses

Discouraged Mixed-Use developments:

Large scale retail centers / big box commercial
Automobile dealerships
Gasoline and service stations
Apartment complexes / student housing

Zoning

In addition to land use, the rezoning of properties shown as Mixed-Use on the Land Use Plan is a concern. It has been the City’s policy to require PDD zoning for developments proposed in these more sensitive infill areas. The plan recommends that the City continue this policy to allow flexibility for the developer and a higher level participation and review by citizens.

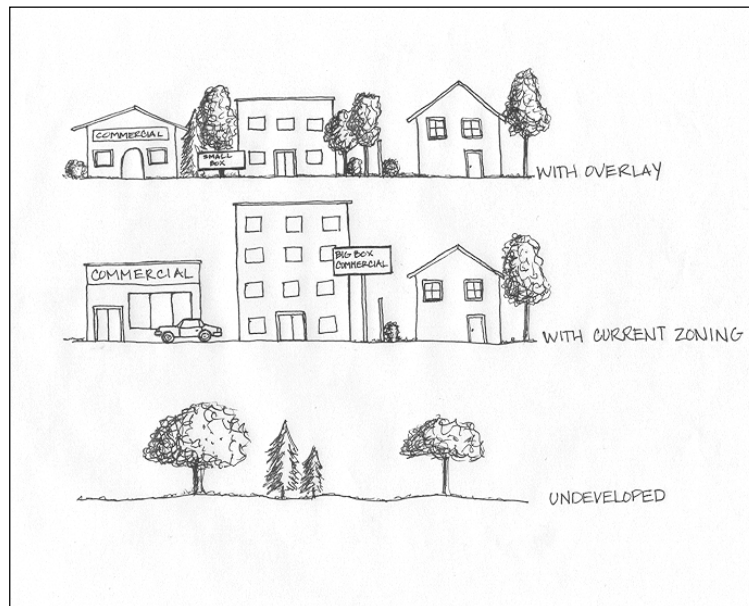
Overlay Zoning - Additional Development Standards

While PDD zoning provides great flexibility, it also creates uncertainty for residents. Because there are fewer defined development standards, residents are skeptical about the design and impact of each development project. The plan recommends that additional development standards be created and applied to PDD’s and all development in this area. The recommended tool for applying these standards is an Overlay Zoning District.

The development of an Overlay District also serves to implement the Comprehensive Plan. Adopted in the Comprehensive Plan is a conceptual Urban Design Plan for the East Bypass Area. It includes dimensioned design elements which the Overlay would help implement. In addition, Land Use Objective 8.6 of the Comprehensive Plan states that the City should “designate the East Bypass as a ‘special district’ to protect existing and future residential developments from adjacent incompatible uses.” The implementation of an Overlay District will implement this objective.

This sketch shows how an overlay can be used to create additional development standards such as:

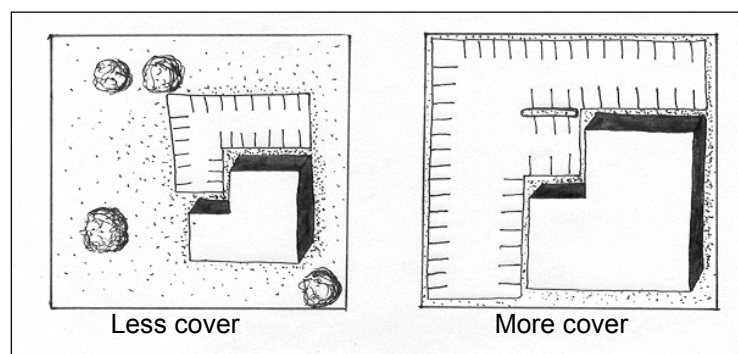
- Buffering between uses
- Lower building heights
- Different sign locations
- Shorter and smaller signs
- Aesthetic commercial buildings



The East Bypass Plan also recommends that the development standards be performance based. Performance zoning is based on the belief that the impacts of development are closely related to the *intensity* of the development. Controlling the intensity of a development will control its impacts. This Overlay District would be used to regulate the intensity of future development and address the impacts of development. This plan recommends that development of an overlay district be made a priority to address the continuous concerns of development. Here are some of the standards that could be required with an Overlay Zoning District:

Citizen Participation - requirement would ensure citizen involvement in the rezoning process. Developers would be required to hold a meeting with the surrounding neighborhoods to explain the proposed development. This would give residents the opportunity to become informed prior to the public hearing. Developers would also have a chance to hear residents' concerns and consider changes to the proposal. Making sure all parties are well informed will reduce confusion and tension at public hearings. The current policy is to encourage neighborhood meetings, but they are not required.

Impervious surface ratio – measures land use intensity by regulating the amount of land that can be covered with buildings or pavement. This can improve the aesthetics, create more open space and reduce water run-off.

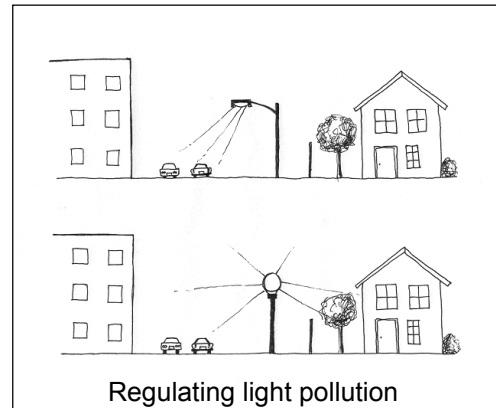


Floor area ratio (non-residential) – measures land use intensity by regulating the floor area compared to the area of the site. This is similar to regulating density in residential areas.

Traffic generation – usually measured in trips per acre per day. This can be used to prevent high traffic developments in sensitive areas or to require additional standards to mitigate increased traffic.

Lighting – the height, type and candlepower of lighting can be regulated to prevent spillover of light on adjacent land uses.

Maximum height – regulates the height of proposed buildings. Typically the allowable height is determined by the proximity to existing homes. The closer the building is to existing houses, the lower the building height.



Signage – additional sign requirements can regulate the height, size, location and colors on signs.

Because the East Bypass Area is large and diverse, one set of rigid criteria may not be appropriate for all properties. Instead, different intensity levels may be acceptable to allow different levels of development. The levels of intensity are controlled through variations of the performance standards. As a development increases in intensity, the development standards would also intensify to mitigate the impacts.

Buffers

Developers would be required to create buffers between different land uses to mitigate impacts on adjacent properties. The size of the buffer would depend on the intensity of the development and the adjacent property. A more intense development would be required to provide a larger buffer. This could be included as an element of the Overlay District described above, or it could be incorporated in the Zoning Ordinance and applied to all development. Preliminary recommendations from the current ordinance revision process recommend this. It is also stated as an objective in the Comprehensive Plan (Land Use Objective 2.1).

Aesthetics and Design Standards

The survey of participants indicated that the aesthetics of future development are a primary concern. There are many factors that contribute to the appearance of a development. The visual quality survey conducted at neighborhood meetings helped reveal some of the elements that citizens are concerned about. They include site design elements (such as arrangement of parking, building placement and access), building aesthetics (including materials, colors and architecture), as well as landscaping and screening. Standards for addressing these concerns are commonly used across the nation. The plan recommends that design elements be reviewed and that some standards be either added to existing ordinances or included in the proposed Overlay Zoning district.

Trail System and Greenways Plan

Summary

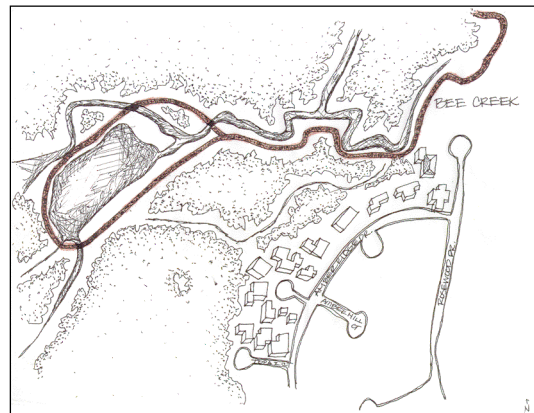
The East Bypass area is bordered to the east by Carter Creek and includes sections of Bee Creek and Wolf Pen Creek. The Comprehensive Plan and Greenway Master Plan both show these areas as future locations for a trail system that would connect parks and neighborhoods. The neighborhoods in the East Bypass area are currently not connected, making travel between neighborhoods difficult. There is a need for a trail system that would connect neighborhoods and parks with each other and the rest of the community.



The youth especially need a trail system that would allow them to travel between neighborhoods and parks without using streets. In addition, the acquisition and development of greenways would also meet the needs for open space, natural habitat preservation, flood control and recreation in the area.

Recommendations

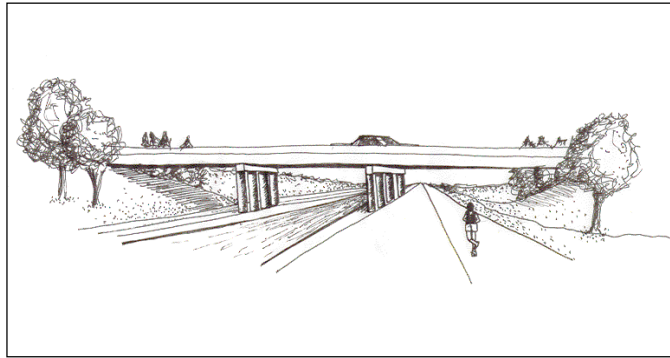
A parks design class from Texas A&M conducted an inventory and analysis of the area and produced some trail system concepts. Their research and concepts were used to help create a conceptual plan for a trail system in the East Bypass area. The plan includes walking trails and bike routes that connect all of the neighborhoods and parks in the area.



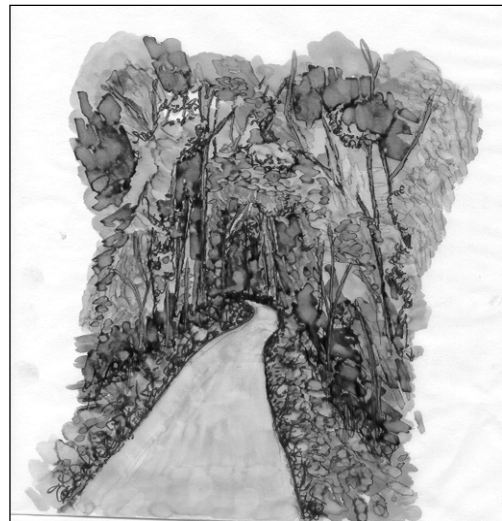
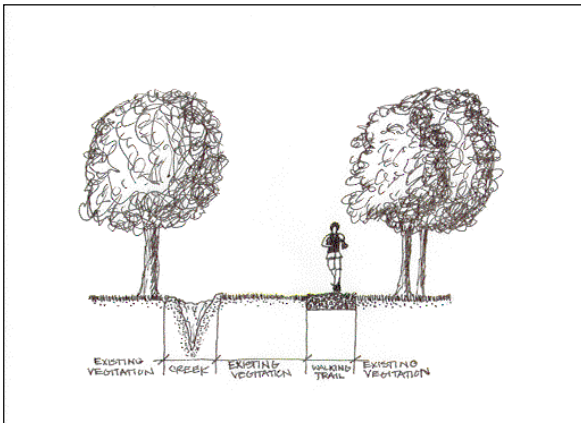
Trail through utility easement

The large utility easement controlled by Gulf States Utilities is central to the trail system. A future connection at the north end of the area would provide access to Veteran's Memorial Park and a connection on the south end could go all the way to Lick Creek Park.

Implementation of this plan would occur over time. Some of the land would be acquired through the Greenways program or development dedications. In some cases an easement could be obtained to allow access without acquiring the property. Once access to the land is gained, a more detailed plan with actual design elements needs to be developed. Funding for construction of the trails system would have to be found. A variety of possible sources have been identified including grants from Texas Parks and Wildlife and TEA-21 (Dept. of Transportation) and bond funds. Local volunteer groups such as the Brazos Greenways Council could help raise funds and do some of the trail development.



Trail along Bee Creek under Appomattox Drive



TRAIL SYSTEM MAP

OBJECTIVES AND ACTION RECOMMENDATIONS

The East Bypass Plan is organized into six planning elements or themes:

Land Use

Neighborhood Integrity and Appearance

Traffic and Mobility

Citizen Participation

Parks, Open Space and Environment

Public Safety and Code Enforcement

Each section describes Objectives that were developed by the Citizen Planning Team to address the issues and concerns identified by residents. Under each Objective is a list of specific Actions developed to implement the stated Objective. There are 24 Objectives and 78 recommended Actions in the East Bypass Plan.

The Objectives and Actions are categorized by topic, but are not listed in order by priority. The Action Implementation Chart in the following section provides more detail about the organizational responsibility and timeline for implementing each Action.

LAND USE

“I am afraid growth will be so staggering that it will have a dramatic negative impact on the environment and the area. It is a really nice place to live.” - Resident

“Like it or not, the frontage roads on the Bypass are going to develop commercially and personally believe commercial development is good if it is controlled growth.” - Resident

“I prefer it not look like Houston with businesses all along every inch.” – Resident

“More control, get tough. The city needs to be more restrictive in controlling developers.” - Woodcreek resident



Summary

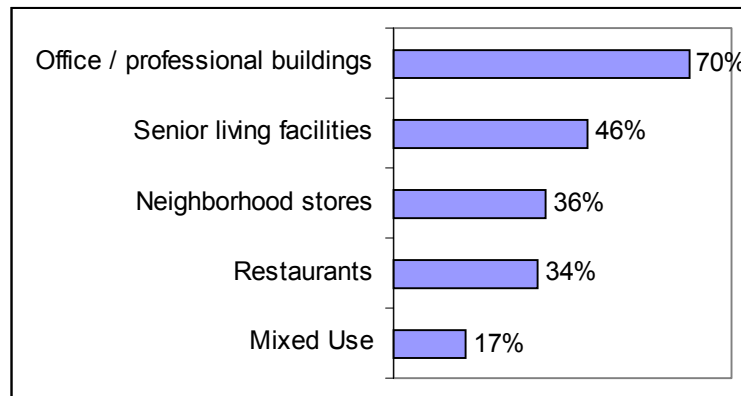
Almost 60% of the approximately 2500 acres in the East Bypass area is currently undeveloped. Because of this, future development is one of the major issues for current residents. A large amount of undeveloped property fronts on Highway 6 and is under pressure for commercial development. Residents continually express concerns about maintaining quality of life & property values by limiting the intensity and impacts of commercial & multi-family development. At the same time, residents recognized the need for landowners to develop their land in an economically feasible manner. The recommendations seek a balance between these needs. The issues include determining acceptable land uses, mitigating the impacts of development and improving the quality of development.

Land Use	Existing	Future
Rural or Vacant	57.8%	0%
Single Family	25.2%	46.2%
Parks & Open Space	2.1%	22.9%
R.O.W	6.7%	9.8%
Mixed Use	0%	12.4%
Institutional	3.5%	3.5%
Commercial Amusement	1.0%	0%
General Retail	0.1%	0.3%
Office	3.6%	4.2%
Multi-family	0%	0.7%

Land Uses

The existing Land Use Plan shows most of the undeveloped land along Highway 6 as Mixed-Use. This category allows greater flexibility and it has been the City's policy to require PDD zoning for development proposals in this area. However, the flexibility of Mixed-Use and PDD also create a degree of uncertainty for future land use and the standards for future development. The land use recommendations include clarifying the definition of Mixed-Use and standards for PDD zoning districts.

When asked what land uses (besides single-family) would be most suitable and beneficial, top responses included:



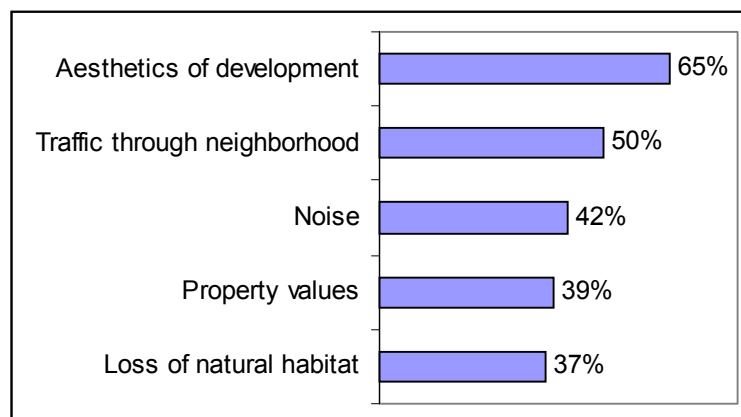
Also of significant importance is the preservation of floodplains and open spaces. This preservation serves multiple purposes including flood control, natural habitat, scenic quality and opportunities for recreation. More discussion on open space preservation can be found in the Parks, Open Spaces and Environment section of this plan.

Impacts of Development

Most residents agreed that a variety of land uses might be acceptable depending on how they are designed and developed. How future development interacts with and impacts existing development is the issue.

94% of participants agreed that without significant growth management, new development would negatively impact the community's quality of life.

When participants were asked to list their top three concerns about development of vacant land the responses included:



Better and clearer performance standards for development need to be created to mitigate potential impacts and ensure harmonious development.

Quality of Development

In addition to controlling the impacts of development, residents clearly expressed concerns about the quality of the development. Most of the emphasis was on visual quality. Forty-six percent (46%) stated that development has had a negative impact on the scenic quality of College Station.

The developments that are visible from Highway 6 will affect the character of the entire community. Sixty-five percent (65%) listed the aesthetics of future development as a primary concern. It is important to regulate the placement, design, color and architecture of future buildings as well as landscaping to ensure that future development contributes to the scenic quality and character of the community. A visual survey was conducted to help determine the community's visual preferences. The results of the visual survey can be found in Appendix I.

The following were stated as being most important for managing growth and future development:

- Improve the visual quality and character of commercial, retail and office areas.
- Control the character of single-family residential development.
- Improve the quality and character of streets, sidewalks, lighting and street trees.
- Protect the natural environment and open space while allowing new development.

Existing Land Use Map

Future Land use Map

Zoning Map

Floodplains Map

Objectives and Action Recommendations

*Items that are being reviewed by consultants through current ordinance revision process.

Objective 1: **Ensure that future development is compatible with existing residential neighborhoods.** Assessing the impacts of zoning proposals on traffic, property values, light, noise and quality of life and providing better transitions and buffers between residential and non-residential land uses.

Action: Develop an Overlay District to mitigate impacts of development on existing neighborhoods and protect the visual quality of the corridor. The zoning overlay could address issues such as citizen participation, buffers, building heights, traffic and access, landscaping and aesthetics / design of commercial development, light and other nuisances.

Action: Change the Development Permit process to minimize speculative clearing and filling of land and discourage speculative rezoning requests.*

Action: Develop clearer development requirements and performance standards to be used with the PDD zoning district.*

Action: Develop buffer requirements to mitigate impacts of development on residential properties and protect the aesthetic quality of the area.*

Objective 2: **Ensure that future land uses are compatible with existing neighborhoods and uses.** Maintain predominantly single-family residential housing and associated uses. Encourage retail and office developments that serve and benefit neighborhoods.

Action: Ensure that all future rezonings are consistent with the Land Use Plan and policies in the Comprehensive Plan.

Action: Consider rezoning properties that are not currently zoned consistent with the Land Use Plan. Identified properties include:

- C-1 in front of Woodcreek
- C-1 between Sebesta Rd. and Hwy 6
- C-2 on corner of Rock Prairie Rd. and Hwy 6
- C-3 on corner of Stonebrook and Rock Prairie Rd.

Action: Define preferred and acceptable mix of land uses that should be allowed in the Mixed-Use areas. This should include discouraging traditional apartment complexes and large-scale / big box commercial developments in the East Bypass area. Preferred uses include neighborhood retail development that serves the local area and office development with features that minimize impacts.

Objective 3: **Prevent development from impacting drainage and flooding in existing areas and maintain drainage infrastructure.**

- Action:** Implement the Greenways Master Plan. Preserve floodplains as greenways and wildlife preserves to prevent flooding and provide for open space and connectivity.
- Action:** Amend drainage ordinance to discourage reclamation of 100 year floodplain as per Greenways Master Plan and Comprehensive Plan.
- Action:** Develop regional coordination of drainage plans
- Action:** Identify problem areas and work with neighborhood groups to solve.
- Action:** Provide maintenance of drainage infrastructure and creeks to prevent flooding and educate residents and assist (information resources) neighborhood groups in maintenance of drainage facilities and structures.

Objective 4: Address urban design issues that will ensure visual quality and pedestrian friendly development. Neighborhood discussions and the visual survey brought to light several design issues including: sidewalks should be separated from the curb, place parking to side or rear of buildings, garages should be set back farther than the house, prevent mailboxes from interfering with sidewalks, allow smaller front setbacks where automobile access is in the rear of the property. On commercial properties address access, parking lot arrangements, building placement and aesthetics.

- Action:** Incorporate urban design elements into commercial standards.*
- Action:** Incorporate urban design elements into residential standards.*
- Action:** Incorporate urban design elements into subdivision standards.*

NEIGHBORHOOD INTEGRITY AND APPEARANCE

“I moved from a townhouse I loved because students drove me out. I wish we could keep the students out of homes in Raintree.” – Raintree resident

“We need to preserve the quality of life as it relates to single-family lifestyles.” - Resident

“I am concerned with what could possibly happen as far as having too any signs along the highway.” – Resident

“Pick up the litter at intersections on the highway!” – Windwood resident



Summary

Residents often relate quality of life to the character and appearance of their neighborhood, or how their neighborhood “feels”. The increasing infiltration of student housing into the neighborhoods is seen as the greatest threat to neighborhood integrity. In some areas long time residents are in search of a better quality neighborhood.

87% stated that student housing has had a negative impact on single-family neighborhoods

One issue is the physical impact of students on properties. Yard and house maintenance are minimal and impact property appearance even when it is in compliance with codes. House interiors are degraded as well decreasing the appeal to future home buyers. This impact on multiple properties begins to affect property values and can lead to an overall decline of the neighborhood. Adding to this are daily nuisance issues. Noise, litter, parked cars, speeding and a general clash in lifestyles detract from the “family character or feel” of a neighborhood. This can drive away families and home owners and contribute to neighborhood decline.

In addition to student housing concerns, community appearance issues exist. Issues include increasing signage on Highway 6, litter on Highway 6, landscaping and the clearing of mature trees for development.

Objectives and Action Recommendations

Objective 1: Promote and protect the unique character and integrity of each neighborhood. Neighborhoods want to further promote their identity.

Action: Develop and maintain attractive neighborhood gateways. Neighborhood groups should apply to the Neighborhood Gateway Grant Program. Potential gateway improvements include Raintree and Emerald Forest at North Forest Parkway.

Objective 2: Encourage homeowners and occupants to maintain their properties for appearance and safety. Individual property owners need to be made responsible for the condition of their property. Neighborhoods should help improve and maintain the appearance of their neighborhoods.

Action: Neighborhood groups should hold clean-up projects and other activities including educational workshops.

Action: Neighborhood groups and City Code Enforcement should work together to achieve code compliance and address problem properties and repeat offenses.

Objective 3: Address issues related to student and rental housing in single-family homes and promote owner occupied housing.

Action: Neighborhood groups and City Code Enforcement should work together to achieve compliance and address problem properties and repeat offenses.

Action: Investigate ordinance and policy changes to direct the location of student housing and mitigate impacts.*

Objective 4: Protect the community's appearance and address issues.

Action: Investigate creating and enforcing time limits on political signs.

Action: Review ordinance to minimize height of signs along Highway 6.*

Action: Address increased litter on roads.

Objective 5: Enforce high quality landscaping and tree preservation in developing areas.

Action: Investigate creating a program to provide low cost trees and tree planting education program.

Action: Review landscaping ordinance for changes and additional tree preservation requirements or incentives.*

Objective 6: Preserve and protect the aesthetic qualities and character of the Highway 6 corridor.

Action: Conduct a Highway 6 corridor study to address issues of access, development and visual quality through the whole corridor.

Action: Encourage coordinated landscaping projects with Brazos Beautiful and TxDot.

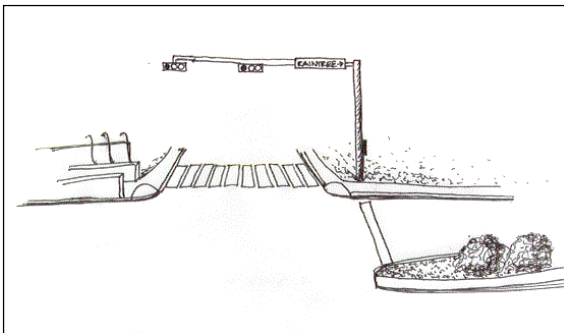
TRAFFIC AND MOBILITY

“We need bike – walkways within and between neighborhoods.” – Emerald Forest resident

“I am a walker. Walking between subdivisions is not safe due to a lack of sidewalks or footpaths.” – Resident

“I am shocked at the loud truck traffic going at high speeds a few feet from my home.” – Woodcreek resident

“Better speed control!” – Raintree resident



Summary

Speeding and increasing neighborhood traffic are a major concern for residents. Every neighborhood expressed problems in specific areas. However, there was some uncertainty about the use of speed humps and other traffic calming devices. Traffic calming needs to be addressed and residents want to be involved in the process.

Outside the neighborhood, mobility was rated as a moderate problem. The daily commute to work (“rush hour”) was listed as more of a problem than nonwork trips. The traffic congestion at the Rock Prairie Road overpass topped the list of problem areas. Of those that drive to work, most have a commute time of 20 minutes or less.

Bike and pedestrian mobility is also important to residents. Streets or trails do not connect the existing neighborhoods. This makes mobility between neighborhoods difficult, especially for youth. A need exists for a trail system that would connect the various neighborhoods and parks to each other and the rest of the community. In addition only 4% stated that they could walk to a grocery store from their neighborhood, but 38% said they would if they could safely get there in 5 minutes or less.

The need for public transportation in this area appears to be low with 70% stating that they would not use it if it were available. Most residents agree that College Station needs to consider some public transportation options; however, it is not a priority in this area.

Objectives and Recommended Actions

Objective 1: Implement street improvements to create safe & efficient traffic flow.

- Action:** Encourage TxDot to implement proposed changes to Highway 6 and Rock Prairie Road interchanges as quickly as possible. Keep neighborhoods informed and involved.
- Action:** Implement North Forest Parkway improvements and keep the neighborhood informed.
- Action:** Continue implementing the extension of Rock Prairie Road. Keep neighborhood informed.
- Action:** The following streets were named by residents as needing street repairs: Raintree @ Shiloh, Sherman Ct., Appomattox (Windwood), Falcon Cr., Frost (at stop sign), Foxfire Dr., Waterford, Stonebridge @ Rock Prairie, Emerald Pkwy, alley between Appomattox and Sandstone, Bent Oak, Frost before Fitzgerald, Fontaine, Brittany and Waterford, Faulkner and Indian Trail.

Objective 2: Mitigate speeding and cut-through traffic issues by implementing traffic calming measures.

- Action:** Work with the Windwood neighborhood to evaluate design options that would allow better access to the neighborhood without increasing cut-through traffic.
- Action:** Install traffic calming measures to reduce speeding on Raintree Drive.
- Action:** Install traffic calming measures on Woodcreek Drive.
- Action:** Reduce speed limit on Highway 30 as it approaches Highway 6.
- Action:** Work with Police to enforce speed limits in problem areas.
- Action:** Investigate modifying design of future collector streets, including making them narrower and meandering, to discourage high speeds.
- Action:** Identify large truck traffic problems created by construction areas and ensure use of least intrusive routes.

Objective 3: Plan, develop and maintain safe bike trails and pedestrian walkways. Pedestrian and bike trails should connect neighborhoods and parks as well as connect the East Bypass area to the rest of the community.

- Action:** Implement Greenways and Bikeways Master Plans. Implement and connect to the Bike Loop.
- Action:** Develop a trail system connecting neighborhoods with each other and the rest of the community.
- Action:** Construct sidewalks to increase connections and improve pedestrian mobility and safety. Identified locations include:
- Raintree Drive
 - Wilderness Drive
 - Windwood Drive
 - Appomattox in Emerald Forest
 - Woodcreek Drive
 - Amberwood Ct., Waterford, Timberknoll
- Action:** Investigate installing crosswalks and pedestrian crossing signals at the intersection of Raintree and the Bypass.
- Action:** Improve the safety rail over the culvert on Appomattox Dr. in Emerald Forest.

Objective 4: Address the problems associated with road resurfacing materials. Loose gravel from street repairs is dangerous for bikers, damages cars and interferes with drainage.

- Action:** Increase street sweeping to remove gravel
- Action:** Continue to improve resurfacing and repair materials and processes.

CITIZEN PARTICIPATION

“Continue involving residents with planning of areas affecting them – the new community services section is a great idea.” – Resident

“I hope the City will keep us all involved during the planning & zoning process for the East Bypass area.” - Resident

“Any future change or rezoning request should be approved by the neighborhood in a well-informed & well-organized meeting”. – Resident

“Publicize all open meetings for matters (such as zoning changes) that affect neighborhoods much better than in the past.” - Resident

“More cooperation between neighborhoods – we have a bigger voice if we all work together.” - Resident



SUMMARY

The neighborhoods in the East Bypass area are fairly well organized. There are eight neighborhood associations that include most of the residential homes. All eight of the associations are registered with the City's Neighborhood Partnership Program. Participation in these groups varies and all struggle at getting residents involved. Only thirty-four percent (34%) of participants attended a neighborhood meeting within the last 6 months and twenty-four percent (24%) have never attended a meeting. However, eighty-two percent (82%) voted in the last election.

**91% agree that
neighborhood associations
and residents are partially
responsible for a
neighborhood's quality of
life**

While ninety-eight percent (98%) agree that citizen involved planning is needed to ensure a positive future for the community, poor communication and a lack of education about the potential roles of neighborhood associations and opportunities to facilitate change appear to limit participation. An overall feeling of contentment may also contribute to low ongoing participation.

MAP OF NEIGHBORHOOD ASSOCIATIONS

OBJECTIVES AND RECOMMENDED ACTIONS

Objective 1: Encourage citizen participation and awareness in community issues.

- Action:** Involve residents and neighborhood groups in future planning projects.
- Action:** Improve notification for proposed developments.*
- Action:** Require developers to meet with residents and neighborhood groups about proposed development projects.

Objective 2: Promote neighborhood organizations, activities and empowerment.

- Action:** Encourage neighborhood organizations to stay involved with the City's Neighborhood Partnership Program.
- Action:** Neighborhoods should actively review, update and enforce their deed restrictions.
- Action:** Investigate organizing "Neighborhood Council" meetings with all neighborhood representatives.
- Action:** Hold an annual Neighborhood Conference for City or Annual "Block Parties" in different areas of the City to promote neighborhood awareness.

Objective 3: Improve communication between neighbors, neighborhoods and the City.

- Action:** Neighborhood groups should use the Neighborhood Services newsletters and web site to increase awareness and advertise projects and meetings.
- Action:** Neighborhood groups should consider producing and distributing their own newsletters and/or web sites.

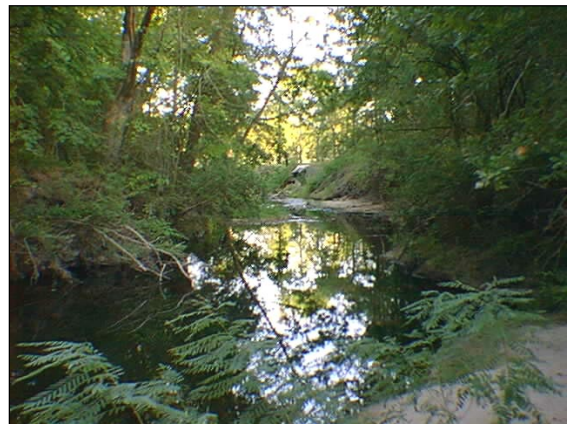
PARKS, OPEN SPACE AND ENVIRONMENT

“I suggest that flood plain running through Emerald Forest and bounding land zoned as mixed use be preserved with access trails through woods and around ponds and drainage. Preserve this wooded area because it is scenic.” – Emerald Forest resident

“Enforce the landscape ordinance in commercial areas.” – Resident

“Develop the Wolf Pen Creek area as a green area to preserve natural areas.” – Resident

“Preserve green area and creeks to allow recreation, biking and ecological education opportunities.” – Resident



Summary

There are 51 acres of parkland and common area including 5 public parks in the East Bypass Area. There are also private common areas and swimming pools maintained by neighborhood associations. Overall, residents are content with the neighborhood parks and facilities. However residents do want to see more preserved open space and greenways. The reasons listed for preserving more land include natural habitat, flood control, aesthetics and recreational opportunities. Natural areas have great influence on community character and quality of life. The existence of parks and natural areas were listed as the second most important factor when shopping for a new home and sixty-nine percent (69%) stated that parks and open space is what is most needed near their neighborhoods.

In addition to preserving land, participants want to see more tree preservation. Residents agree that it is important to protect existing mature trees on developed and undeveloped properties. Current ordinances allow small trees that take years to grow.

Residents view future development as the greatest threat to the preservation of open space and natural areas. Most residents favor development restrictions to protect creeks and natural areas, and loss of natural habitat was listed as a primary concern related to development of vacant properties.

82% listed protection of the natural environment and open space as an important factor in managing growth and development

GREENWAYS MASTER PLAN

Objectives and Recommended Actions

Objective 1: Make park improvements.

- Action:** Create shade structures in Sandstone Park until trees get larger.
- Action:** Install swings in Sandstone Park.
- Action:** Install more bike racks in neighborhood parks.
- Action:** Find a suitable location for a basketball court in Raintree.
- Action:** Repair the water fountain in Emerald Forest Park.

Objective 2: Acquire and preserve additional open space. Balance the conflicting needs for growth and natural open space.

- Action:** Implement Greenways Plan
- Action:** Acquire the Wolf Pen Creek greenway section.
- Action:** Investigate ordinance changes that would provide incentives and/or requirements for preservation of open space. This may include site design standards, parking regulations, cluster development or subdivision design standards.*

Objective 3: Protect and preserve significant trees and encourage tree planting.

- Action:** Review landscaping ordinance for changes and create additional tree preservation requirements or incentives.*
- Action:** Investigate creating a program to provide low cost trees and tree planting and maintenance education program for residents and businesses.

Objective 4: Mitigate and prevent local nuisance and pollution problems.

- Action:** Require vegetative buffers to reduce noise from Highway 6 (no walls!). Preserve existing trees and natural features.*
- Action:** Investigate regulating commercial lighting to reduce light pollution and nighttime lighting flooding neighborhoods from adjacent developments.*
- Action:** Implement improvements to resolve ongoing problems from sewer treatment plant regarding noise and odor, keep neighborhoods informed and seek input.
- Action:** Enforce oil well ordinance.
- Action:** Enforce landscaping requirements around oil well sites.

PUBLIC SAFETY AND CODE ENFORCEMENT

“More police patrol in the neighborhood during the late hours.” - Resident

“I would like additional lighting in dark areas & better maintained lights.” – Resident

“Better code enforcement to deal with student related problems.” - Resident



Summary

Crime was not a major concern for most residents with only 26% listing crime / safety as a primary concern. Statements indicate that this issue is mostly related to concerns about the impacts of future commercial or multi-family development. Code enforcement is a larger issue. Primary code violations listed by residents include more than 4 unrelated residents, tall weeds, illegal signs and parking in yards. However, residents also listed as enforcement problems items that are not city code violations including on-street parking, lighting, fencing, deed restrictions, building aesthetics, speeding and traffic violations.

Emphasis was placed on developing better communication and relationships between residents, neighborhood associations, police officers and code enforcement officers. Residents want to “get to know” the officers that patrol their area so they can better solve problems. A better understanding of codes and how to report offenses would improve the resident’s perception of the problem.

Objectives and Recommended Actions

Objective 1: Ensure the highest quality of fire and EMS response and service.

- Action:** Educate residents about provision of EMS services and response times.
- Action:** Provide more than one access way to neighborhoods.*

Objective 2: Improve the level of safety and security in neighborhoods and the quality of neighborhood - police relations.

- Action:** Neighborhood associations should participate in crime watch programs.
- Action:** Neighborhoods should invite local patrol officers to neighborhood meetings. More interaction with officers.
- Action:** Neighborhoods should identify problem areas and work with Public Utilities to reach consensus on street lighting needs and participate in the residential street lighting program. The following locations were listed by residents as needing additional street lighting:
Raintree Park, end of Sherman Ct., Raintree street corners, Emerald Pkwy, Scarborough, Brookwater, Stonecreek, Timberknoll, Stonebrook, curves on Appomatox, Forest Ave., corner of Appomatox, Appomatox between Springcreek and North Forest.
- Action:** Investigate neighborhood design standards that discourage crime.*
- Action:** Install safety bars on sewer drains where needed.

Objective 3: Maintain a high level of proactive code enforcement as the recognized community standard.

- Action:** Neighborhood groups and City Code Enforcement should work together to achieve compliance and address problem properties and repeat offenses.
- Action:** Neighborhoods should invite local code enforcement officers to neighborhood meetings. More interaction with officers.
- Action:** Continue to educate residents about codes and community enhancement services.

VISUAL QUALITY SURVEY RESULTS

The visual quality of our environment and its physical form has a significant impact on the on we feel about our community. Community planning and development regulations influence the physical design of the community. The purpose of the visual quality survey is to find out what features of the built environment citizens like and dislike.

The best way to find out what people like is to show them a picture and ask. That is the basis of the survey. Participants at four neighborhood meetings were shown 102 pictures of the physical environment. Some of the pictures were taken in College Station and some came from other communities. The participants were asked to rate the pictures on a scale from -5 to +5 according to how much they liked or dislike the picture based on urban design features. The average score for each picture was calculated to determine the citizen's preference for the urban design features represented in that picture. What follows are the results from the 126 surveys that were collected. The results are divided into categories and show highest and lowest scoring pictures. Also listed are suggestions for changes based on the results.

EAST BYPASS QUESTIONNAIRE RESPONSES

Neighborhoods and number of responses:

Total	Raintree	Windwood	Emerald	Foxfire/ Sandstone	Woodcreek
113	20	7	Forest 35	17	34

How old are you?

1. Under 18	1.8%	0%	0%	5.7%	0%	0%
2. 18-24	0%	0%	0%	0%	0%	0%
3. 25-34	1.8%	5%	0%	2.8%	0%	0%
4. 35-44	27.4%	35%	57.3%	22.9%	29.4%	20.6%
5. 45-56	25.7%	25%	14.3%	31.4%	11.8%	29.4%
6. 55-64	20.4%	20%	0%	22.9%	35.3%	14.7%
7. 65-74	20.4%	15%	14.3%	14.3%	17.6%	32.4%
8. Over 75	2.7%	0%	14.3%	0%	5.9%	2.9%

What is your gender?

1. Male	46.9%	40%	57.3%	42.9%	52.9%	50%
2. Female	35.4%	40%	14.3%	45.7%	29.4%	29.4%

What is your highest level of education?

1. Less than High School	.9%	0%	0%	2.8%	0%	0%
2. Some High School	.9%	0%	0%	2.8%	0%	0%
3. High School Diploma	1.8%	5%	0%	0%	0%	2.9%
4. Some College	8.8%	20%	14.3%	11.4%	5.9%	0%
5. Associates/2 year degree	2.7%	0%	0%	8.6%	0%	0%
6. Bachelors Degree	25.7%	30%	14.3%	20%	47.1%	20.6%
7. Some Graduate	9.7%	10%	0%	5.7%	11.8%	14.7%
8. Masters Degree	19.5%	15%	14.3%	20%	5.9%	29.4%
9. Doctorate	30.1%	20%	57.3%	28.6%	29.4%	32.4%

Do you own your home?

1. Yes	98.2%	100%	100%	94.3%	100%	100%
2. No	1.8%	0%	0%	5.7%	0%	0%

How many years have you lived in College Station?

1. Less than 2 years	11.5%	15%	0%	14.2%	0%	14.7%
2. 2-5 years	14.2%	15%	43%	5.7%	5.9%	20.6%
3. 6-10 years	20.4%	20%	28.5%	22.9%	35.3%	8.8%
4. 11-15 years	15%	10%	0%	5.7%	29.4%	23.5%
5. More than 15 years	38.9%	40%	28.5%	51.4%	29.4%	32.4%

How many people live in your household?

1. 1	1.8%	5%	0%	0%	0%	2.9%
2. 2	54.9%	30%	28.5%	62.9%	64.7%	61.8%
3. 3	12.4%	15%	14.3%	0%	11.8%	23.5%
4. 4	21.2%	35%	43%	34.3%	5.9%	2.9%
5. 5	6.2%	10%	14.3%	2.8%	17.6%	0%
6. 6	1.8%	0%	0%	0%	0%	5.9%

	Total	Raintree	Windwood	Emerald Forest	Foxfire/Sandstone	Woodcreek
Where do you work?						
1. Texas A&M	26.5%	15%	57.3%	28.6%	5.9%	35.5%
2. College Station (not A&M)	14.2%	30%	14.3%	8.6%	17.6%	8.8%
3. Bryan	7.1%	10%	0%	0%	23.5%	5.9%
4. Elsewhere in Brazos County	1.8%	0%	0%	2.8%	0%	2.9%
5. Outside Brazos County	3.5%	5%	0%	5.7%	5.9%	0%
6. At home	14.2%	15%	14.3%	22.9%	5.9%	8.8%
7. Student	3.5%	5%	0%	8.6%	0%	0%
8. Retired	26.5%	15%	14.3%	20%	41.2%	35.3%
9. Other	.9%	5%	0%	0%	0%	0%
When was the last time you attended a Neighborhood Association Meeting?						
1. Less than one month ago	10.6%	5%	14.3%	5.7%	0%	23.5%
2. About one month ago	1.8%	0%	0%	2.8%	0%	2.9%
3. 2-6 months ago	32.7%	20%	57.3%	37.1%	35.3%	29.4%
4. 6 months – 1 year ago	15.9%	5%	0%	11.4%	23.5%	26.5%
5. More than 1 year ago	13.3%	20%	14.3%	11.4%	23.5%	5.9%
6. I have never attended a meeting	24.8%	45%	14.23%	31.4%	17.6%	11.8%
Did you vote in the last election?						
1. Yes	82.3%	80%	85.8%	80%	100%	76.5%
2. No	14.2%	20%	0%	17.1%	0%	17.6%
How many vehicles (automobiles) are in your family (at your house)?						
1. None	0%	0%	0%	0%	0%	0%
2. One	3.5%	5%	14.3%	2.8%	0%	2.9%
3. Two	50%	60%	57.3%	57.1%	64.7%	29.4%
4. Three	29.2%	35%	28.5%	34.3%	17.6%	26.5%
5. Four	3.5%	0%	0%	5.7%	0%	5.9%
6. Five or more	6.2%	0%	0%	0%	17.6%	11.8%
How long does it take to get to work?						
1. 1-10 min.	16.8%	20%	43%	17.1%	11.8%	11.8%
2. 11-20 min.	32.7%	30%	28.5%	28.6%	35.3%	38.2%
3. 21-30 min.	4.4%	10%	14.3%	0%	0%	5.9%
4. 30-45 min.	.9%	0%	0%	0%	5.9%	0%
5. More than 45 min.	2.6%	5%	0%	5.7%	0%	0%
6. Not applicable	40.7%	35%	14.3%	42.9%	47.1%	44.1%
Would you use public transportation if it were more convenient or available on demand?						
1. Yes	20.4%	25%	28.5%	25.7%	23.5%	8.8%
2. No	69.9%	65%	71.5%	68.6%	76.5%	70.6%
3. Maybe	4.4%	5%	0%	0%	0%	11.8%
Can you walk to any of the following from your home?						
1. Work	5.3%	15%	0%	5.7%	5.9%	0%
2. Grocery Store	4.4%	5%	14.3%	5.7%	0%	2.9%
3. School	0.8%	0%	0%	0%	0%	2.9%
4. Park/Recreation	76.1%	75%	43%	88.6%	70.6%	73.5%
5. Other Retail	8%	15%	0%	2.8%	5.9%	11.8%

	Total	Raintree	Windwood	Emerald Forest	Foxfire/ Sandstone	Woodcreek
If you could safely walk to these places from your home in five minutes or less, would you?						
1. Work	39.8%	40%	57.3%	45.7%	29.4%	35.3%
2. Grocery Store	38.1%	5%	43%	37.1%	47.1%	29.4%
3. School	36.3%	35%	71.5%	48.6%	23.5%	23.5%
4. Park/Recreation	77%	70%	85.8%	85.7%	82.4%	67.6%
5. Other Retail	35.4%	45%	57.3%	22.9%	47.1%	32.4%
On a daily commute to and from work or school, traffic congestion in the College Station area is:						
1. No problem	15.9%	5%	0%	28.6%	17.6%	11.8%
2. A minor problem	28.3%	40%	0%	31.4%	17.6%	29.4%
3. A moderate problem	28.3%	40%	57.3%	17.1%	35.3%	23.5%
4. A major problem	8.8%	5 %	28.5%	2.8%	11.8%	8.8%
For non-work or school trips, traffic congestion in the area is:						
1. No problem	15%	5%	0%	25.7%	23.5%	8.8%
2. A minor problem	45.1%	45%	14.3%	48.6%	41.2%	50%
3. A moderate problem	27.4%	45%	57.3%	17.1%	17.6%	26.5%
4. A major problem	2.7%	5%	28.5%	0%	5.9%	5.9%
Which of the following is most needed near your neighborhood (you may check more than one)?						
1. Grocery and drug stores	15%	5%	14.3%	11.4%	35.3%	14.7%
2. Public transportation	6.2%	15%	0%	8.6%	0%	2.9%
3. Gas station	4.4%	15%	0%	8.6%	0%	2.9%
4. Neighborhood retail (small scale such as a video store)	8.8%	15%	0%	11.4%	5.9%	5.9%
5. Parks and open space	69%	90%	71.5%	51.4%	58.8%	58.8%
6. Dining / restaurants	13.3%	5%	0%	14.3%	29.4%	11.8%
Aside from schools, which of the following is most important to you when looking for a house or apartment?						
1. Nearness to parks, trails and natural areas	36.3%	45%	28.5%	42.9%	35.3%	26.5%
2. Nearness to stores	1.8%	5%	0%	2.8%	0%	0%
3. Appearance and safety of street (sidewalk, trees, lighting)	61.1%	40%	85.8%	57.1%	41.2%	82.4%
4. Nearness to work	8%	10%	0%	5.7%	5.9%	11.8%
5. None of the above	8%	5%	0%	5.7%	23.5%	5.9%
How would you rate the impact of new development on the overall character of College Station over the past ten years?						
1. Has improved the city's character	40.7%	30%	28.5%	40%	58.8%	41.6%
2. Stayed the same	17.7%	15%	14.3%	17.1%	17.6%	20.6%
3. Negative impact	32.7%	45%	43%	28.6%	23.5%	32.4%

	Total	Raintree	Windwood	Emerald Forest	Foxfire/ Sandstone	Woodcreek
How would you describe the impact of new development on the scenic quality of College Station?						
1. Positive	38.1%	30%	43%	45.7%	35.3%	35.3%
2. No impact	12.4%	10%	14.3%	2.85%	29.4%	14.7%
3. Negative	46%	55%	43%	42.9%	35.3%	50%
How would you describe the impact of college students living in single-family neighborhoods?						
1. Positive	2.7%	5%	0%	0%	5.9%	2.9%
2. No impact	8%	0%	14.3%	14.3%	11.8%	2.9%
3. Negative	86.7%	95%	85.8%	80%	82.4%	91.2%
Circle the category which best reflects how you feel about each of the following statements:						
1. I would support some development restrictions to protect our creeks and natural areas.						
1. Strongly agree	77%	85%	85.8%	71.4%	82.4%	73.5%
2. Agree	21.2%	15%	14.3%	25.7%	17.6%	23.5%
3. Unsure	0%	0%	0%	0%	0%	0%
4. Disagree	.9%	0%	0%	2.8%	0%	0%
5. Strongly disagree	0%	0%	0%	0%	0%	0%
2. It is important to regulate the placement and design of future buildings.						
1. Strongly agree	72.6%	80%	71.5%	65.7%	64.7%	79.4%
2. Agree	24.8%	15%	28.5%	34.3%	35.3%	14.7%
3. Unsure	1.8%	5%	0%	0%	0%	2.9%
4. Disagree	0%	0%	0%	0%	0%	0%
5. Strongly disagree	0%	0%	0%	0%	0%	0%
3. It is important to protect existing mature trees on developed and undeveloped property.						
1. Strongly agree	72.6%	80%	71.5%	65.7%	64.7%	79.4%
2. Agree	20.4%	15%	14.3%	28.6%	29.4%	11.8%
3. Unsure	3.5%	5%	14.3%	2.8%	0%	2.9%
4. Disagree	1.8%	0%	0%	0%	5.9%	2.9%
5. Strongly disagree	0%	0%	0%	0%	0%	0%
4. Speed humps and other traffic calming devices are needed in my neighborhood.						
1. Strongly agree	25.7%	30%	0%	5.7%	11.8%	55.9%
2. Agree	15.9%	15%	0%	14.3%	5.9%	26.5%
3. Unsure	19.5%	30%	28.5%	25.7%	23.5%	2.9%
4. Disagree	23%	15%	14.3%	42.9%	23.5%	8.8%
5. Strongly disagree	13.3%	0%	57.3%	11.4%	35.3%	2.9%
5. Neighborhood associations and residents are partially responsible for a neighborhood's quality of life.						
1. Strongly agree	51.3%	40%	57.3%	54.4%	35.3%	61.8%
2. Agree	40.7%	60 %	28.5%	37.1%	58.8%	26.5%
3. Unsure	2.7%	0%	14.3%	2.8%	0%	2.9%
4. Disagree	4.4%	0%	0%	5.7%	5.9%	5.9%
5. Strongly disagree	0%	0%	0%	0%	0%	0%

	Total	Raintree	Windwood	Emerald Forest	Foxfire/ Sandstone	Woodcreek
6. Public transportation is needed in College Station.						
1. Strongly agree	13.3%	20%	42.8%	5.7%	11.8%	11.8%
2. Agree	27.4%	35%	0%	40%	11.8%	23.5%
3. Unsure	41.6%	35%	57.3%	40%	35.3%	47.1%
4. Disagree	11.5%	10%	0%	5.7%	23.5%	14.7%
5. Strongly disagree	4.4%	0%	0%	8.6%	11.8%	0%
7. A good neighborhood should include a mix of housing types, retail, civic institutions, work places, schools, parks and public space.						
1. Strongly agree	9.7%	20%	14.3%	8.6%	5.9%	5.9%
2. Agree	22%	20%	14.3%	20%	23.5%	26.5%
3. Unsure	16.8%	10%	14.3%	11.4%	35.3%	17.6%
4. Disagree	31.9%	25%	28.5%	34.3%	29.4%	35.3%
5. Strongly disagree	18.6%	25%	28.5%	25.7%	5.9%	11.8%
8. Citizen involved planning is needed to insure a positive future for the community.						
1. Strongly agree	67.3%	75%	71.5%	65.7%	47.1%	73.5%
2. Agree	31%	25%	28.5%	4.3%	52.9%	20.6%
3. Unsure	5.3%	0%	0%	0%	0%	17.6%
4. Disagree	8%	0%	0%	0%	0%	26.5%
5. Strongly disagree	0%	0%	0%	0%	0%	0%
9. A good neighborhood should have schools, parks, places of work and stores within walking or biking distance of most residents.						
1. Strongly agree	18.6%	35%	14.3%	17.1%	23.5%	8.8%
2. Agree	26.5%	10%	42.8%	34.3%	17.6%	29.4%
3. Unsure	18.6%	10%	28.5%	14.3%	35.3%	17.6%
4. Disagree	28.3%	40%	14.3%	31.4%	17.6%	26.5%
5. Strongly disagree	7.1%	5%	0%	2.8%	5.9%	14.7%
10. Without significant growth management, new development will negatively impact the community's quality of life.						
1. Strongly agree	68.1%	80%	57.3%	62.9%	64.7%	70.6%
2. Agree	25.7%	15%	28.5%	34.3%	35.3%	17.6%
3. Unsure	3.5%	5%	0%	0%	0%	8.8%
4. Disagree	.9%	0%	14.3%	0%	0%	0%
5. Strongly disagree	0%	0%	0%	0%	0%	0%

Total	Raintree	Windwood	Emerald Forest	Foxfire/ Sandstone	Woodcreek
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What are the primary concerns about the development of vacant land along the East Bypass. (Please check THREE that are most important)

1. Noise	41.6%	30%	28.5%	48.6%	35.3%	47.1%
2. Traffic through neighborhood	49.6%	35%	42.8%	42.9%	52.9%	64.7%
3. Traffic on feeder road	23.9%	20%	85.8%	8.6%	23.5%	29.4%
4. Drainage	16.8%	50%	0%	17.1%	5.9%	5.9%
5. Crime / safety	26.5%	25%	14.3%	25.7	35.3%	26.5%
6. Aesthetics of development	64.6%	50%	42.8%	68.6%	58.8%	76.5%
7. Loss of natural habitat	37.2%	50%	42.8%	28.6%	29.4%	41.2%
8. Lighting	6.2%	0%	0%	8.6%	5.9%	8.8%
9. Property values	38.9%	35%	57.3%	48.6%	35.3%	29.4%
10. Other*	4.4%	5%	28.5%	2.8%	0%	2.9%

*Other included responses such as:

Raintree: Population Density

Windwood: Traffic on Hwy 30

Emerald Forest: Unacceptable Aesthetics

Woodcreek: Desecration of mature trees

When vacant land along the East Bypass develops, what land uses would be most suitable and beneficial to the East Bypass area. (Please check three that best apply)

1. Multifamily / apartments	1.8%	0%	14.25%	0%	0%	2.9%
2. Senior living facilities	46%	40%	71.5%	42.9%	29.4%	55.9%
3. Office / professional building	69.9%	60%	42.75%	68.6%	64.7%	85.3%
4. Retail shopping center (largescale)	8.8%	5%	0 %	8.6%	5.9%	14.7%
5. Neighborhood stores (small scale)	36.3%	40%	14.25%	40%	64.7%	20.6%
6. Convenience store / gas station	4.4%	10%	0%	5.7%	5.9%	0%
7. Restaurants	33.6%	10%	42.75%	40%	52.9%	29.4%
8. Other commercial	2.7%	5%	0%	2.8%	0%	2.9%
9. Mixed / multiple use developments	16.8%	20%	28.5%	17.1%	5.9%	17.6%
10. Other*	15.9%	40%	28.5%	14.3%	11.8%	2.9%

*Other included responses such as:

Raintree: Single family homes, golf course, medium income housing (90-100K), green space, parks and wild areas.

Windwood: Schools, residential

Emerald Forest: "I prefer it not to look like Houston with businesses all along every inch . I prefer that we plant trees and have parks on East Bypass!", lake, rec. area, parks, trails, creek, single family residences

Foxfire / Sandstone: Church, fire station

Woodcreek: Parks and trails

	Total	Raintree	Windwood	Emerald Forest	Foxfire/ Sandstone	Woodcreek
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Which of the following is most important for managing growth and development?

1. Improve the visual quality and character of commercial, retail and office area.	9.7%	0%	14.3%	14.3%	17.6%	5.9%
2. Control the character of single-family residential development	9.7%	20%	14.3%	2.8%	5.9%	11.8%
3. Improve the quality and character of streets, sidewalks, lighting and street trees	7.1%	10%	42.8%	8.6%	0%	0%
4. Protection of the natural environmental and open space while allowing new development	23%	30%	0%	28.6%	23.5%	17.6%
5. All of the above	59.3%	70%	42.8%	57.1%	52.9%	61.8%
6. No controls – allow people to build what they want.	0%	0%	0%	0%	0%	0%

The following code violations are a problem in my neighborhood:

1. Junked / abandoned vehicles	2.7%	10%	0%	2.8%	0%	0%
2. Tall weeds /grass(above 12")	12.4%	15%	28.5%	14.3%	17.6%	2.9%
3. Parking in yards	7.1%	20%	0%	0%	11.8%	5.9%
4. Home businesses	1.8%	5%	0%	0%	0%	2.9%
5. More than four unrelated people living in one home	15.9%	65%	28.5%	5.7%	0%	2.9%
6. Garbage containers in street	4.4%	0%	0%	8.6%	0%	5.9%
7. Illegal signs / flyers	8.8%	15%	14.3%	8.6%	11.8%	2.9%
8. Other*	15.9%	10%	14.3%	14.3%	23.5%	17.6%

*Other includes such responses as:

Raintree: speeding, parking on the street

Windwood: Motor homes parked in the street

Emerald Forest: Not enough lighting, car on the street for days at a time, entry corridor fencing, more than four pets, none

Foxfire / Sandstone: Broken deed restrictions, dividing lots, metal building at end of Fontaine, large pickup with 3 car trailer parked on Sandstone Dr. at night, speeding through a four – way stop sign in front of 1601 Fontaine

Woodcreek: High-speed traffic

Where is speeding a problem in your neighborhood?

Raintree: Corners of Wilderness Dr. (North and South), Raintree, at raintree park, from Wilderness Drive to the dip, “on my gravel road”, Stone wall, corner of Sherman and Raintree (a four way stop would eliminate the problem)

Windwood: Hwy 30 and Appomattox

Emerald Forest: Appomattox, Emerald parkway, Sebesta, Sandstone, Stonebrook Dr., all streets

Foxfire / Sandstone: Frost, Foxfire, Faulkner st., the four - way stop sign in front of 1601 Fontaine, connection of Foxfire to Stonebrook, Sandstone, Sebesta, stop sign at Foxfire and Sebesta ignored,

Woodcreek: Woodcreek dr., Stonebrook, Brookwater, Rock Prairie, crooked road at Brookwater (plat #6 &7)

Where are sidewalks needed in your neighborhood?

Raintree: All along Raintree, end of Raintree and Wilderness, “I like it the way it is”, last third of Raintree drive and minor streets.

Windwood: Everywhere, on individual streets in subdivision

Emerald Forest: Where they don’t exist, Appomattox, across from the pool and the club house, very well done as it is, everywhere, between Chippendale and bridge on Appomattox

Foxfire / Sandstone: not needed

Woodcreek: Amberwood Court, Woodcreek dr., Waterforddr., Timberknoll, everywhere

Where is street repair needed in your neighborhood?

Raintree: Raintree and Shilon Ct., “Eliminate valley gutter (hump) in Raintree Dr.”, Sherman Ct. (water stands), “all over, we hate the surface”, “entire street was covered in pea gravel, destroying the smooth top asphalt”,

Windwood: Appomattox (small potholes), everywhere

Emerald Forest: North Forest, Emerald Parkway needs resurfacing, rough and large gravel used on road surface in Emerald Forest, alley behind 8700 Appomattox, everywhere, potholes on Bent Oak between Chippendale and Appomattox,

Foxfire / Sandstone: Falcon Circle, Frost stop sign, in Foxfire, Foxfire Drive, Frost before Fitzgerald, occasional potholes, Fontaine Drive,

Woodcreek: Streets are in good repair, Waterford, Stonebridge at Rock Prairie, Brittany and Waterford, Faulkner, “New gravel at Stonebrook and Rock Prairie is Treacherous.”

Where is street lighting needed in your neighborhood?

Raintree: None needed, “close by and through the park”, on corners of the streets, at end of Sherman ct., reduce the lighting

Windwood: None needed

Emerald Forest: Emerald Parkway, curves on Appomattox, Forest Ave., everywhere, nowhere, corner of Appomattox is very weak, repairs needed to lights on Appomattox between Springcreek and North Forest Parkway

Foxfire/Sandstone: Everywhere, muted at intersections, don’t want street lighting, at intersections for safety reasons, keep it low key

Woodcreek: Remove some of it, Scarborough, Brookwater, Stonecreek, Timberknoll, Stonebrook

Where is flooding a problem in your neighborhood?

Raintree: At the end of Raintree subdivision, potentially along Wolf pen Creek, drainage area of Wilderness, “the drainage needs to be cleaned out and sloped toward Carter Creek instead of Wilderness, Wilderness at Redhill dr., Manassas and Wilderness

Windwood: None, eastside of Woodwind, “It isn’t, we pay for drainage even though we have our own drainage basin.”

Emerald Forest: Far end of Emerald Parkway, area between Emerald Parkway and Emerald Forest Park, Fawn Ct. – worry about increased drainage, drainage areas need to be checked regularly and cleared of debris, my backyard (creek along Chippendale)

Foxfire/Sandstone: None

Open ended responses:

Raintree: 1. "I moved from a townhouse I loved because students drove me out. I wish we could keep the students out of homes in Raintree."

2. "Acquire Wolfpen Creek greenway."

3. "Develop bike trail linking Raintree and Emerald Forest."

Emerald Forest:

1. "We need bike – walkways within and between neighborhoods. Need parklands that retain natural habitat but with trails for use – but not sport fields / playgrounds, etc.. Need to make sure wastewater treatment plant is fixed. Over the past few years the odor situation has worsened greatly. Currently, odor is a problem about 40% of the time. We could live with 5% or less, but 40% is awful. I suggest that flood plain running through Emerald Forest and bounding land zoned as mixed use be preserved with access trails through woods and around ponds and drainage. Preserve this wooded area because it is scenic."

2. "I am fond of the new "Urbanist Movement." I have been to many European cities and would love to see plazas, fountains, underground parking, gazebos."

Sandstone / Foxfire:

1. "An interesting question: Why was Bent Tree closed down to cut down residential traffic, and then connect Stonebrook to Foxfire to achieve the opposite result?"

2. "We appreciate your efforts and thoughtful suggestions for improving our neighborhood. In Foxfire we are concerned about too much traffic being routed through the neighborhood. We like to take morning and evening walks, enjoy low traffic density, quietness, and the absence of too many street lights which allows us to enjoy the Milkyway. We prefer traffic to be routed around, not through, the neighborhood."

Woodcreek:

1. "More control, get tough. Get the C.C. to muscle up. If people don't like the restrictions in College Station, they can build in Bryan. The city needs to be more restrictive in controlling developers."

2. "Someone needs to address the pollution of multiple brick mailboxes. They look like tombstones and infringe on walking / biking and strollers when they overlap the sidewalks. A well landscaped group of boxes would be much better and easier for the postman. Riverstone is a much nicer street visually as it does not have individual boxes, and the mailman is very good at bringing boxes, etc. to your door when necessary."

3. "A Homeowner Association rep. At pre-design conferences would be beneficial."

COLLEGE STATION COMPREHENSIVE PLAN

LAND USE

Land Use Goal #1

- Objective 1.3 - College Station should continue to avoid strip commercial development (such as that along Texas Avenue) and encourage centralized commercial development which encourages multi-modal access.

Land Use Goal #2

- Objective 2.1 - College Station should develop standards for providing appropriate buffering and screening between residential and non-residential uses.
- Objective 2.2 - College Station should develop standards that promote a reduction of land use intensity as development approaches established and future residential areas.
- Objective 2.3 - College Station should encourage compatible in-fill development in areas between neighborhoods, such as neighborhood retail.
- Objective 2.4 - College Station should develop zoning districts which allow a mixture of residential and non-residential uses which complement and support each other with appropriate buffering.

Land Use Goal #3

- Objective 3.1 - College Station should continue to protect the integrity of residential areas by minimizing intrusive and incompatible land uses and densities.
- Objective 3.2 - College Station should encourage compatible in-fill development, such as small-scale neighborhood retail, adjacent to residential neighborhoods with appropriate buffering.
- Objective 3.3 - College Station should encourage mixed-use developments which provide for an appropriate combination of residential and support uses.

Land Use Goal #5

- Objective 5.1 - College Station should prohibit reclamation of the floodway associated with Carter Creek, Lick Creek, Wolf Pen Creek, and the Brazos River in order to prevent upstream flooding, avoid long term structural and erosion problems associated with floodplain reclamation, and to provide a city wide network of natural open space.

Land Use Goal #8

- Objective 8.6 - College Station should designate the East Bypass (from Harvey Road to Graham Road) as a “special district” to protect existing and future residential developments from adjacent incompatible uses.

Community Appearance Goal #1

- Objective 1.3 - College Station should develop and encourage innovative solutions that are aesthetically pleasing and environmentally sensitive to abate flooding and drainage problems in the City.

Utility Goal #4

- Objective 4.1 - College Station should develop a plan to manage current and projected stormwater run-off in accordance with the Comprehensive Plan.

NEIGHBORHOOD INTEGRITY AND APPEARANCE

Housing Goal #1

- Objective 1.1 - College Station should continue to maintain the integrity of the existing housing supply by enforcement of the housing code and other controls.

Community Appearance Goal #1

- Objective 1.2 - College Station should continue to promote good site design, provide a good appearance, minimize drainage impacts, and increase pedestrian safety.
- Objective 1.6 - College Station should continue to implement its street tree planting program in coordination with the Streetscape Plan (as previously adopted by the City Council).

Land Use Goal #8

- Objective 8.6 - College Station should designate the East Bypass (from Harvey Road to Graham Road) as a “special district” to protect existing and future residential developments from adjacent incompatible uses.

TRAFFIC AND MOBILITY

Transportation Goal #1

- Objective 1.3 - College Station should continue to develop adequate, safe systems for pedestrian and bicycle movement between neighborhoods, schools, parks, retail/office areas, and the University.
- Objective 1.4 - College Station should continue to work with the University and Brazos Valley Transit to monitor the need for further development of public transportation systems.
- Objective 1.7 - College Station should continue to provide for the routing of goods and services delivery vehicles to assure minimal adverse impacts on residential neighborhoods.

Transportation Goal #2

- Objective 2.4 - College Station should continue to provide a system of bikeways and walkways throughout the City and provide incentives for the use of non-motorized transport. The City should also continue to revise and update its Citywide Bikeway Master Plan.

Transportation Goal #3

- Objective 3.1 - College Station should maintain administrative procedures and responsibilities for the preparation, review and approval of transportation plans which are directly related to proposed land use development plans.
- Objective 3.5 - College Station should locate and design thoroughfares to provide a high level of design amenity and neighborhood preservation, including the consideration of neighborhood traffic management programs in developed areas.

Transportation Goal #5

- Objective 5.2 - College Station should continue to encourage that new developments be designed to minimize cut-through traffic, especially in residential neighborhoods and pedestrian areas, such as Eastgate/College Hills, the East Bypass neighborhoods, and Southside.
- Objective 5.3 - College Station should continue to provide sidewalk access in all residential areas, and maintain the existing sidewalk network.
- Objective 5.5 - College Station should continue to provide bikeways between residential areas, parks, schools, the University, and retail/employment centers.

CITIZEN PARTICIPATION

Land Use Goal #4

- Objective 4.1 - College Station should continue to actively involve citizens and business interests in the development review and approval process.
- Objective 4.2 - College Station should encourage residents to be actively involved in community decisions and should promote initiatives through community meetings, neighborhood associations, business groups, interest groups, and similar organizations.
- Objective 4.3 - College Station should encourage public-private partnership in resolving community issues.
- Objective 4.4 - College Station should actively inform residents of current land use decisions under consideration and educate citizens and community organizations about the associated issues.

Community Appearance Goal #1

- Objective 1.5 - College Station should continue to promote community-wide pride in the City.

PARKS , OPEN SPACE AND ENVIRONMENT

Parks and Recreation Goal #1

- Objective 1.2 - College Station should encourage additional connections between selected parks/recreation areas and residential areas by a system of linear parks/parkways/greenbelts which utilize creek beds, drainage ways, portions of the 100-year floodplain, and other natural features.

Parks and Recreation Goal #2

- Objective 2.1 - College Station should continue to maintain and improve all existing City parks, equipment, and grounds.

Parks and Recreation Goal #3

- Objective 3.2 - College Station should, in cooperation with community groups such as the Brazos Greenway Council, designate selected portions of the 100-year floodplain on undeveloped properties as “natural corridors” that are to be used for open space and passive recreation uses that will link parks to one another and to residential areas.

Community Appearance Goal #1

- Objective 1.6 - College Station should continue to implement its street tree planting program in coordination with the Streetscape Plan (as previously adopted by the City Council).

Land Use Goal #5

- Objective 5.1 - College Station should prohibit reclamation of the floodway associated with Carter Creek, Lick Creek, Wolf Pen Creek, and the Brazos River in order to prevent upstream flooding, avoid long term structural and erosion problems associated with floodplain reclamation, and to provide a city wide network of natural open space.

PUBLIC SAFETY AND CODE ENFORCEMENT

Community Appearance Goal #1

- Objective 1.4 - College Station should continue to minimize and eliminate unsightly conditions such as junkyards, abandoned vehicles, dilapidated buildings/structures/fences, and excessive weeds and rubbish. The City should assure maintenance of signs and fences and the longevity of required landscaping through effective code enforcement.

Citizen Planning Team

Alternative Land Use Scenarios

The Citizen Planning Team (CPT) conducted an exercise designed to review the Future Land Use Plan that was adopted with the Comprehensive Plan. The CPT was divided into three groups and each group was given a copy of an existing land use map. The groups were asked to draw their preferred future land use scenarios. These maps were then used to discuss future land use issues. They were studied and compared to the current Future Land Use Plan. This was done to identify areas where the Future Land Use Plan needed to be changed or refined. The three maps on the following pages show the three scenarios that were developed by the CPT.

After analyzing the scenarios, only a few refinements in the Future Land Use Plan were recommended. These changes include:

- The corners of Stonebrook and Rock Prairie Rd. from low density residential to mixed-use.
- The northern corner of Sebesta Rd. at the Highway 6 feeder from commercial to mixed-use.
- Property on the south side of North Forest Parkway adjacent to existing residential development from mixed-use to single-family residential.

A close examination of the three land use scenarios also reveals some other suggested changes that are not included in the recommended changes to the Future Land Use Plan. Below is an explanation of some of these differences:

Two of the scenarios label the properties in front of Raintree along the Highway 6 feeder road as preserved open space (green). This demonstrates the resident's concerns about the impact of developments adjacent to their neighborhoods and the desire to protect the neighborhood's integrity and quality of life. However, it is not within the City's current growth and development policies to preserve property at the intersection of a major arterial. The only way to preserve this property is to purchase it. Therefore, the plan recommends leaving the property labeled mixed-use, which will allow the maximum amount of control over future development.

A couple of the land use scenarios also show buffers between different land uses. The East Bypass plan recommends that buffer requirements be developed for future development. The adopted Urban Design Plan for this area also details buffers between uses. However, buffers of this nature are not typically reflected on a broad land use plan. Therefore, while the Future Land Use Plan does not show buffers, they should be required by the zoning ordinance.

The property directly south of and adjacent to Raintree is shown as mixed-use on the Future Land Use Plan. However, all three scenarios show some institutional development (light blue) on this property. This is because the property currently has a

sign indicating that it will be the future location of a church. However, there is no guarantee that this development will take place and labeling the property institutional on the land use plan could place a significant, yet unnecessary, restriction on future development. Leaving the property mixed-use does not preclude development of the church and does not overly limit the true development possibilities.

While the three land use scenarios appear to have some variability, closer examination reveals very similar land use concepts. Overall this exercise refined some of the Future Land Use Plan and reaffirmed most of its concepts. It is important to note that although this exercise did not produce recommendations for major changes to the Future Land Use Plan, it did facilitate discussion and lead to additional recommendations related to managing future development.

LAND USE SCENARIO

GROUP 1

LAND USE SCENARIO

GROUP 2

LAND USE SCENARIO

GROUP 3

ACTION CHART

APPENDIX I

VISUAL SURVEY RESULTS

APPENDIX II

WRITTEN SURVEY RESULTS

APPENDIX III

YOUTH VISION! RESULTS

APPENDIX IV

GOALS AND OBJECTIVES FROM THE COMPREHENSIVE PLAN
